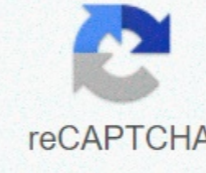




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## 2007 chevrolet suburban lt 1500 manual

Chevrolet Suburban Overview Alternative Name Chevrolet Grand Blazer GMC Yukon XL Production 1935 — These Chevrolet Manufacturers, General Motors Model Large-Class Body SUV Models Related Cadillac EscaladeChevrolet AvalancheChevrolet VeranoieHonda Pilot GMC Yukon XL Chevrolet TahoeGMC Yukon Suburban is a major sports utility of Chevrolet. Production began in 1935, when it was considered by many to be the oldest in-vehicle in the world. [1] It is a very traditional vehicle in the United States: a large vehicle, quite spacious, with three rows of seats (8 seats) and comfortable, with a view to big rides on the roads and can even pull large trailers without difficulty and without loss of comfort, thanks to its V8 engine. For these qualities, Suburban has become a very profitable product for GM, as well as interesting for the consumer due to its low depreciation on the used market. In Brazil, the legendary Chevrolet Veranoie was created in the two generations. Sommer was produced from 1964 to 1994. General Motors also produces other full-size SUVs on the same platform as Suburban: the Cadillac Escalade and the GMC Yukon XL, vehicles with the same characteristics, albeit with different designs. Suburban is sold in the United States (including island territories), Canada, Central America, Chile, Mexico, Myanmar, Laos, Angola, Philippines and the Middle East (except Israel), while Yukon XL is sold only in North America (USA and Canada) and in the Middle East (except Israel). History Several car companies in the United States used the term Suburban to designate a Kombi window car in a commercial structure, including DeSoto, Dodge, Plymouth, Studebaker, Nash, Chevrolet, and GMC. The name (Westchester) Suburban was actually a registered trademark of US Body and Forging Co. of Tell City, Indiana, the wooden body built for all these car chassis and light trucks and more. Chevrolet began producing its steel suburb in 1935. [2] GMC released its version in 1937. These vehicles were also known as Suburban Carryall until GM shortened its name to Suburban. GMC's equivalent of the Chevrolet model was originally called Suburban until it was renamed Yukon XL in 2000. With the end of production of the 1966 Dodge Town Wagon and the Plymouth Fury Suburban Station wagon, only General Motors continued to produce a suburban vehicle, and GM received an exclusive brand in 1988. The Chevrolet Suburban is one of the largest SUVs currently on the market. He has survived competitive vehicles such as the International Harvester Travelall, the Jeep Wagoneer and the Ford Excursion. The youngest competitor is the extended Ford Expedition EL, which replaced the Excursion. Today's suburb is an SUV from Full-size, with three rows of seats, a complete pick-up structure and V8 engine. The Suburban is the same height and width as the Chevrolet Tahoe, although the Suburban is over 20 inches (510 mm). The additional length provides a large loading area behind the 9-person area. From 1973 to 2013 it was available in half and 3/4 tonne versions, the latter was discontinued after 2013, but revived in 2015 as an exclusive vehicle for the 2016 model fleet. In recent years, the Suburban has been used as a police SUV, fire station main vehicle or EMS vehicle. On-site scans are also used as limousines. Suburban blacks are often used by federal intelligence agencies such as the Secret Service. The Secret Service operates fully armored versions of suburbs for the President of the United States when he participates in less formal engagements. [3] In the late 1990s, GM also released an RHD version of Suburban called Holden for the Australian market. Sales were low and GM removed the model from the Holden line in 2000. Since its debut in 1935, there have been twelve generations of Chevrolet suburbs, the most recent (2015 model) coming to the showrooms in February 2014. In 2015, Chevrolet celebrated the 80th anniversary of Suburban with the Arlington Assembly plant, which has opened 10 million vehicles at the facility, a black suburb of LTZ, since it opened in 1954. [4] This was the second time in the history of the suburb that it achieved this honor, since the tenth generation Suburban of 2011 was also the 9 million vehicle built there. A 2018 study iSeeCars.com identified the Chevrolet Suburban as the car most commonly used each year. [5] A 2019 study iSeeCars.com the Chevrolet Suburban as the second-strongest vehicle. [6] In an article dated February 26, 2013, which celebrates the 83rd year of the vehicle, Car and Driver notes that suburban longevity, its attractiveness to customers in general, regardless of race, gender, class, or political affiliation, is increasing, and a unique loyalty to the SUV. In an interview with Chevrolet Truck/SUV Marketing Executive Sandor Piszar, who recalls an event to commemorate the 100th anniversary of the truck division when asked what they called their vehicles: It's a funny question, but it's a fascinating point, Piszar says. People say what they love. And they love their suburbs. [7] First Generation (1935-1940) First Generation Overview Production 1935-1940 Assembly Oakland Assembly, Oakland, CaliforniaNorth Tarrytown Assembly, Tarrytown, New YorkFlint Assembly, Flint, MichiganNorwood Assembly, Norwood, OhioSt. Louis Assembly, St. Louis, MissouriOshawa Assembly, Oshawa, Canada Model Large Body Car Truck Engine [[Chevrolet Straight-6 Engine No. 216] Standard:Convert/CID]] I6[[Chevrolet straight 6 engine No. 228] Standard:Convert/CID]] I6 Platform AK Series Manual Transmission 3-speed layout FR layout dimensions length 4,994 mm Betweenaxles 2,946 mm 1941-1947 AK Series Chevrolet Suburban The suburbs were built in 1941, 1942 and 1946. It was also manufactured during the war as a military transport vehicle. [10] There were seats available for up to eight occupants. Models with doors of the were referred to as 3106, while those with rear doors were referred to as 3116. The Chevrolet versions were equipped with a 216-inch cubic-inch 6-cylinder engine. The GMC version is equipped with a 6-cylinder, 228-inch cubic motor. He shared much of his mechanisms with the AK series trucks. Design The look of the suburban was neatand more full-bodied. On the front was the highlight of the large chrome grid made of vertical beads. On the hood appeared another, smaller and horizontal beads. The headlights were redesigned and were given a drop shape. The side was discreet, with three windows, and the vertical back had miniature flashlights. Only in the GMC version did the 228-in (3.75-liter engine) 228-in (3.75-liter engine) produced 93 hp. Within the strict environment, the same eight inmates could be received. Third Generation (1947–1954) Third Generation Overview Production 1947–1954 Van Nuys Assembly, California Model Body Wagon Perua Data Sheet Platform Advance Transmission Manual 4-speed Manual Hydra-Matic automatic Layout FR layout Dimensions Length 4,998 Wheelbase 2,946 Chevrolet Suburban 1952 1947 debuted a new body. The volumes were more full-bodied. The hood was wider and the parais came higher and were integrated into the design. The circular headlights, one on each side, were no longer separated from the body. Chevrolet Suburban 1952 From 1953, the Hydra-Matic 4-speed automatic transmission was available on the GMC models and the 1954 Chevrolet Suburbans. Models with rear doors were referred to as 3106, the with the back doors with 3116. 1952 came the Suburban with a back door or a plate door. The front seat was broken, with two seats on the driver's side and a passenger seat sliding forward to gain access to the two back rows. The second row was a 2/3 seat, which had to guide the occupants through the passenger seat and the seats in the second row for access to the third row. This was the last series of Canopy Express models. Suburban's 1947 design would inspire the design of the Chevrolet HHR more than half a century later. Fourth generation (1955-1959) Fourth generation model perua engine data sheet 265 in. (4.3 l) 145 hp (108 kW) V8 283 in. (4.6 l) 155 hp (116 kW) V8 platform Task Force 3-speed manual transmission 4-speed automatic Hydra-Matic 4-speed dimensions wheel drive 2.896 mm In 1955, with the new generation the design of the utility changed much, always winning the tones of time. Even more integrated, the Paralamas created a discrete shoulder that ran over the side. The circular headlights were embedded in a kind of eyelashes and among them appeared the directional light. The lattice, in trapezoidal form, was checked and the hood had a pronounced jump. The windshield was now a unique piece, with curved sides forcing an indented drawing of the columns and doors. It was the basic style we would have in the Brazilian pickup trucks of the 20 series. Chrome and two-tone color were common features of the Chevrolet and GMC models. The front, however, changed - the Stovebolt engine produced 112 hp, to 235.5 in (3.9 liters). But the GMC version ran again on the outside with 125 hp extracted from a unit of its own brand of 249 in (4.1 liters). At that time, the brand's first V8 drive, the small block of 265 in (4.3 liters), also appeared. The most powerful version produced 180 hp, but in the GMC the yield was lower to favor torque at a low level. Two years after the presentation of the line came also the long-awaited option of all-wheel drive, very useful in this vehicle type. 1957 Chevrolet Suburban GMC Suburban CarrierFifth Generation (1960-1966) Fifth Generation Overview Alternative Name GMC Carryall Model Large Body Wagon Perua Data Sheet Engine 230 in. (3.8 l) I6 (63 to 65)235 cu in (3.9 L) I6 (60-62)250 in. C (4.1 L) I6 (66)283 in. (4.6 l) V8 (60 to 66)292 in. (4.8 l) I6 (63 to 66)V6 engine of 305 cubic feet (5.0 L)327 cubic feet (5.4 L) V8 (66) platform C/K series dimensions length 5,067 mm width 2,019 mm Chevrolet Suburban 1964 1960 changed the design of GM's large utility. The lines began to get straighter. At the front, attention drew attention to the possibility of double circular headlights, connected with a chrome frame and with each other through a wide bar also chrome. The bonnet was visibly separated from the set and carried the steering lights on it, as well as a fold to mark the sides. The windshield was flatter and comfort grew with the introduction of coil springs in the front suspension, as well as a better inner-leg surface. Even air conditioners were included in the catalog, a show that the car could replace traditional vans in American families. This was the first C/K series in which C displayed the rear-wheel drive version and k the full-wheel version -- a standard of designation that was limited to Chevrolet for five years. At GMC, the v6's engine was divided from 305 to 5.0 and 150 hp, not the Chevrolet version. The latter adopted two new six-cylinder options in 1963. Keep the inline layout: 230 in (3.8 liters) with 140 hp and 292 in (4.8 liters) with 165 hp. Two years later, the 327-in (5.4-liter) V8 with an expressive 220 hp was on the line, while a 250-liter six-car, E1, which was used in the Brazilian Opel, produced 155 hp. This series introduced a factory-equipped 4WD option (K) for the first time. The 2WD (C) models introduced an independent front suspension based on the torsional rod and the Arms and the coil spring, but in 1963 they returned to a more conventional approach to coil springs. 1962 By In 1962, the hooded style was more conservative, with hoods that eliminated the big doors. In 1964, the glass front area was upgraded to a flatter windshield and larger door glass. 1,150 lb (520 kg) load can be loaded. Sixth Generation (1967-1972) Chevy Suburban C10 Sixth Generation Overview Alternative Name GMC Carryall Chevrolet Veranoie (Brazil) Production 1967-1972 Model Body 3-door Perua (North America)5-door SUV (Brazil) Engine 305 In Technical Data Sheet. (5.0 L) V6250 in. (4.1 l) I6 283 in. (4.6 l) I6283 in. (4.6 l) V8307 in. (5.0 L) V8327 cubic foot (5.4 l) V8350 in. It's great. (5.7 l) V8396 in. (6.5 l) V8 Platform C/K Series Manual Transmission: 3-speed manual, powerglide, turbo-hydraulic dimensions length 5,474 mm Wheelbase 3,226 mm The 6th generation of the Suburban had three doors, with a single driver's door and two on the passenger side. In terms of safety, the Carryall is fitted with a two-cylinder braking system, a windshield with thick laminated safety crystal and an energy-absorbing steering system. Chevy Suburban C10 1967 underwent another aesthetic makeover. The basic design was more discreet with a less exaggerated front. The circular headlights, one on each side, were sealed by a frame and the chrome checkerboard took full frontal extension. The hood was lower and the glazed area was a highlight. A special feature was the presence of a second door on the right side of the passengers, which improved access to the interior. The trunk had the possibility to get two types of opening: the traditional and the two-door side, as in the van from which the suburb originated. In 1968, the Paralamas received steering lights. in accordance with the new Government Act. Inside, the parking brake was now triggered by the foot. The engines had four V8 options in the following year, three with a displacement of 5.75 liters (from 255 to 350 hp) and one with 396 in or 6.5 liters, 310 hp and a robust torque. Even with the introduction of the K5 Blazer, which debuted in 1968 as a model from 1969, it became a larger vehicle. This series would also be the last to offer C-10 and C-20 truck models for commercial purposes, with 1970 as last year. The 1971 models were equipped with disc brakes on the front wheels[11] and 1972 was the last year for the coil spring rear suspension of 2WD models. In 1972, a smaller housing for the rear-seat air conditioning system was introduced. The Comfort-Tilt steering wheel became optional in 1971. [12] This generation of Suburban coincided with the rapid growth of the vehicle market of this size. While about 6,200 suburbans were produced in 1967, by 1972 this number had grown to about 27,000. Chevrolet Veranoie (Brazil) Chevrolet Veranoie 1964 Chevrolet introduced a 4-door version of the suburban called C-1416 in Brazil summer of 1969. It is based on the contemporary Brazilian Chevrolet C-14. It was originally equipped with a six-line Chevrolet 4.2 L based on the Stovebolt engines before 1962. He later used the 4.1-liter 250-liter engine from Chevrolet's medium-sized Brazilian sedan - the Opel. The original version of the buzzer was kept in production until 1988 (model 1989) with another grid and another interior, but was eventually replaced by an updated version based on the series 20. [13] The second generation of Summer was produced from 1989 to 1995. In 1997, GM introduced North American trucks to the local market in Brazil and replaced the C-Series. The Brazilian version of the suburb was also converted to the present generation at the time and lasted until 2001, became As Grand Blazer, a successor of the sumer. The 4.1-liter in-line engine with 138 hp (103 kW) was offered on both models with 4.2 L MWM turbodiesel with 168 hp (125 kW). In 2015, Autoweek finished fourth among Chevrolet station wagons that America had never managed. He also cited the design of the vehicle as baroque and summed it up this way: it is a Brazilian crossover from the 1960s. Autoweek notes that summer can be imported into the United States, depending on the condition of the vehicle. [14] Setima Generation (1973-1991) Chevrolet Suburban Setima Generation Overview Alternative Name GMC SuburbanChevrolet Veranoie Production 1973-1991 (1989-1996 in Brazil) Mount Flint, MichiganJanesville, WisconsinSéo Caetano do Sul, Brazil Model Large Class Body Wagon SUV Diesel Motor Sheet: 4.0 L (245 in.) I4 Maxion S4 / S4T (Brazil) 5.7 L (350 in.) LF9 V8 (1978-81) 6.2 L (379 in.) Detroit Diesel V8 Petrol: 4.1 L (250 in.) I6 5.0 L (305 in.) V8 (1976-88) 5.0 L (307 in.) V8 (1973) 5.7 L (350 in.) In V8 6.6 L (400 in.) V8 (1976-80) 7.4 L (454 in.) In V8 Platform C/K Series Manual Transmission: 3-speed THM-350 3-speed THM-400 4-speed THM-400 4-speed 700R4 (1981-91) 4-speed 4L80-E (1991) FWD layout, RWD / 4WD related models Chevrolet K-Blazer/GMC K-JimmyChevrolet/GMC C/K dimensions length 5.565 between-between-between-7 Axis 3.28 9 mm width 2,022 mm Height R10: 1.829 mm V10: 1.875 mm (1,875 mm) R20: 74.3 inches (1,887 mm) V20: 76.1 inches (1,933 mm) 1989-1991 Chevrolet Suburban The biggest novelty of the new generation was the adoption of the four-door doors. The design was more beautiful, with the use of straight lines typical for the decade. The profile of this generation is very reminiscent of the Chevrolet Veranoie, which was derived from the Brazilian pickup trucks of the 20 series. Chrome and two-tone color were common features of the Chevrolet and GMC models. The front, however, changed - the suburb with the gravatinha was more classic, with circular headlights, and the GMC had a call to work. Inside, space available, the main proposal of vehicles of this category The two types of traction, rear and with the novelty of a permanent system on four wheels, which is no longer limited to low-handle terrain. There were also three load-bearing versions for the two brands: half a ton, 750 kg and one tonne, marked by the numbers 10, 20 and 30 for the Chevrolets and 1500, 2500 and 3500 for the GMC in this order. The car was 5.56 meters long, 2.02 meters wide and 3.28 meters wheelbase. The six-cylinder engine with a 4.1-liter engine was still on site, with 100 hp for the new liquid measurement method, but the V8s were the consumer's favourites. The first option was the well-known Small Block of 350 In (5.75 liters), which produced 195 hp. Then appeared the same engine capacity with higher power, 210 hp. The top version was the large block 454 of (7.45 liters) and 250 hp. A 350-inch (5.75-liter) diesel V8 became available in 1978, but was unsuccessful among Americans who paid too cheaply for gasoline to take care of savings. Only those who used the car during hard work preferred it. The gearboxes always had three gears. The 500 and 750 kg models used the Turbo-Hydranatic. For heavy goods traffic, however, there was a package that offered a reduction box and an additional cooling system. Another option was the well-known postraction

self-locking differential. The consumer could also choose between the basic finish and the most caressed, called Silverado. In addition, a third series of banks could be increased, allowing suburbs to be able to carry up to nine people. GMC Suburban For the 1981 model, the all-wheel-drive models were self-secured, and the NP208 transfer box replaced the NP205 for most models. [16] After an aesthetic makeover at the front in 1981 with two overlapping rectangular headlights on each side, a 6.2-liter diesel engine arrived a year later, much more robust than the problematic 5.75 unit previously offered. In 1984, asbestos was removed from the rear brakes. A new network was used for 1985. A total of 64,670 suburbs were built in 1985. Carbohydrates were phased out in 1987 in favor of electronic single-point injection, which improved the performance, fuel consumption and pollutant emissions of large substances. A new four-speed automatic transmission has been integrated into the Katalogo. The rear brakes were given abs Anti-Lock system in 1990; a year later, the 455 engine was associated with an automatic electronic control gear. With 18 years of production, this would be the longest generation in the suburb. Eighth Generation (1992–1999) Chevrolet Suburban GMT400 8 Generation Overview Alternative Name GMC SuburbanHolden Suburban (Oceania) Production October 1991–1999 Assembly Janesville, WisconsinArlington, TexasSilao, Mexico Model Large Body SUV Designer Chuck Jordan Technical Sheet Motor 6.5 L (395 in.) L56 and L65 Turbo Diesel V8 (only 2500L) L (350 in.) L05 V8 (1992–1995) 5.7 L (350 in.) Vortec L31 V8 (1996–1999) 7.4 L (454 in.) L19 V8 (only 2500) (1992–1995) 7.4 L (454 in.) Vortec L29 V8 (only 2500) (1996–1999) Platform GMT410/425 Transmission 4-speed 4L60 Automatic (1500) 4-speed 4L80 automatic (25 0 0) Related models Chevrolet TahoeGMC YukonChevrolet/GMC C/K Dimensions Chevrolet Length: (6,575 mm) L565 V8 (1992–94) GMC: (5,560 mm) L391 V8 (1996–99) Wheelbase 3,340 mm (12,924 in.) Wheelbase 3,340 mm (11,869 mm) (1,956 mm) (1995–96 GMC) Height (1.74 8 mm) (1992–94 GMC) – (1,895 mm) (1997–99 2500 4WD) Chronology GMC Yukon XL (for GMC Suburban) The utility developed strongly. On the straight front was a chrome bar - which was missing from the GMC line - that split the headlights in half, leaving two rectangular units on each side. The body was clean, without wrinkles, with subtle chrome and enviably glazed surface. The stern had tasteful vertical lanterns. GMC Suburban GMT400 The entire renovated interior was very comfortable. The panel was modernized, with curved lines, large commands and many ventilation slots. Thanks to the new independent suspension on the spiral axle, the car has handled the ground better, but the four-wheel drives have adopted torsional rods. Behind the scheme was the traditional star show with semi-elliptical leather beam. And the brakes brought ABS to the four wheels. The GMT400 series introduced the independent front suspension. The 2WD models Coil springs and 4WD models Rotation on the front suspension. All models used a live shaft and blade springs on the back. The time from 0 to 60 mph for a suburb in 1995 was 9.3 seconds. The maximum speed of a suburb in 1995 is determined by the economic efficiency of the engine. A maximum of 158 km/h can be reached. [17] The city's fuel economy was 13 mpg-US (18 L / 100 km)[17] and the highway was 15 mpg-US (16 L / 100 km). [17] The turning circle was 14.6 m long. [17] In 1996, fuel consumption improved to 17 mpg-US (14 L/100 km) highway. [18] Annual changes in the suburb 1994 Revised front clip and central stop lamp (1994) 1995 Interior revised including driver side airbag, revised side mirror (1995) 1996 Revised Vortec L31 (350 in.) E Vortec 7400 (454 in.) Engines with higher performance and fuel efficiency, electronic OFF-Road vehicle, daylight lighting, illuminated entry and some new internal features (1996) 1997 Revised Suburbans, improved steering and additional passenger side airbag (1997) 1998 OnStar, PassLock safety system and full-time AutoTrac 4WD option were added, state-of-the-art airbags Steering wheel revised, revised gearbox again (1998)[19] 1999 Without major changes after the introduction of the redesigned 2000 models (1999) Holden Suburban 1998 Holden Suburban 1500 in Australia and New Zealand Holden imported the Chevrolet Suburban with right wheel, built by GM in Silao, Mexico, between February in 1998 and January 2001. [20] The Suburban was first presented at the Sydney Motor Show in October 1997. [21] A total of 746 (460 gasoline and 286 diesels) were sold. [22] After 2001, the following models were redrawn to the original Chevrolet brand, which was also used before 1998. During the life of the model, there were three finishing stages: a basic model, the LS and the LT. Not to be confused with the customization variants is the model code, k8 denoted. [23] The interior of the Holden differed from the American version for which the Chevrolet Blazer panel was used. However, it had to be stretched to fit into the larger suburb. A seat keeper was in the entry-level version as well as in the LS standard, but the most expensive related seat. With the elimination of the center rack, the LT has a maximum capacity of eight seats, compared to nine. [24] Standard package comforts on all models included an LCD compass in the rear-view mirror, an adjustable tilting steering wheel, a driver's side airbag, ABS brakes and a two-zone air conditioning system. [25] LS brought alloy wheels, electric window and mirrors under scope characteristics. To further increase the bet, LT on electric front seats, leather trim and a two-piece rear door with horizontal partition. This came in contrast to the barn doors found in the other specifications. [26] The was offered with the choice of a 5.7-liter Vortec V8 with 190 kW (255 hp) and 447 Nm of torque or a 6.5-liter V8 turbodiesel with 145 kW (194 hp) and 583 n m (430 lb ft). [27] The first choice was named 1500, while the turbodiesel was named 2500. [28] The 5.7-liter gasoline engine is LPG-compatible, and such systems can be adapted on request. Regardless of the engine indicated, the truck was equipped with a four-speed automatic transmission. What differed, however, was the nature of the transfer. Gasoline engines were equipped with the GM 4L60-E transmission, while the GM 4L80-E was reserved for diesel. [29] A switch allows the vehicle to feed all four wheels simultaneously or only the rear wheels, and allows the low-gear transmission to be towed. [27] The fuel efficiency of the vehicle was rated at 19.7 l/100 km for the diesel specification,[30] with this figure rising to 21.8 l/100 km for the petrol model. [31] In order to combat the additional load and pulling capacity of the diesel, an improved brake package as well as super-heavy axles and suspension were mounted. Holden recommends a maximum towing limit of 3,400 kg for the diesel turbo with a reduced number of 2,720 kg for gasoline models. [32] Holden Suburban was not the first or only time Holden sold the GMT400 platform in Oceania. From 1996 they imported GMC C/Ks for ambulance conversions. Unlike suburbs, these vehicles were not accessible to the general public, nor did they have Holden emblems. They were also not built as steering wheels on the right side of the factory like the Suburban; the same company that carried out the rebuilding of the ambulance (Jacob Ambulance in Tamworth) also changed direction to the other side. Ninth Generation (2000–2006) Chevrolet Suburban 1500 Overview Overview Alternative Names GMC Yukon XLMG Yukon XL DenaliCadillac Escalade ESV Production 1999 - December 2005 Assembly Janesville, Wisconsin, United StatesSilao, Guanajuato, Mexico Model Large Class Body Wagon SUV Motor Plug 5.3 L (325 in) Vortec 5300 L76 V8 (Gen III) (only 1500) 5.3 L (325 in.) Vortec 5300 L59 FlexFuel V8 (Gen III) (only 1500) (2002 - 2006) 5.7 L (350 cubic feet) Vortec L31 V8 (Mexico only 2000–2002) 6.0 L (364 inches) Vortec 6000 LQ4 V8 (Gen III) (optional at 1500 in 2006; Standard at 2500) 8.1 L (496 in.) Vortec 8100 L18 V8 (optional only on 2500) Platform GMT380 Gearbox 4-speed 4L60E Automatic (only 1500) 4-speed 4L65E Automatic (Denali only) 4-speed 4L80E Automatic (only 2500 c/6.0 motor) 4-speed 4L85E Automatic (only 2500 c/motor 8.1 L) FWD layout, layout, layout, layout RWD / 4WD Related Models Chevrolet SilveradoGMC SierraChevrolet AvalancheCadillac Escalade EXTChevrolet TahoeGMC YukonCadillac H2 Dimensions Length 5,570 mm Wheelbase 3,302 mm Width 2,002–2,027 mm Height (1,862 mm) (2000–02 Chevy 1500 4WD) – (1.9 Gmtr800-based suburbs were introduced at the end of December 1999 (Texas only) and January 2000 (national) as 2000 model. [33] They were sold in two series: 1/22-tonne 1500 and 3/4-tonne 2500. Suburbs came on base, LS and LT trims. Optional was the 4WD package with low-range transfer box. Optional was a tow bar with towing cable plug. GMC Yukon XL Denali 2000 Chevrolet's 5.7-liter and 4.4–V8 long-term engines were removed along with 6.5-liter diesel. New equipment. A spare tyre was placed under the vehicle (instead of similar to previous models) Puddle lights in the exterior mirrors of the models LS and LT New instrument panel, including driver reporting center and motor homes Electronic temperature control in the LT models disc brakes on the all-wheel automatic charging suspension, which is available in the LT suspension Rear Premium Ride Car chassis models, which are available in the LS Digital Components New Wheels New Interior New Modern Panel rear lights with separate yellow color signal displays (hence only this generation) design, has been modernized with more rounded and full-bodied lines. The front was softened and the bumper was more appealing. On the side, the most visible change was a fold that created a volume in the wheelbarrows. Annual changes from 2001 to 2001, the OnStar became the standard for LT models and LS models with the new Z71 package. QuadraSteer all-wheel steering has been added as an option only on the 2500 models. 2002 In 2002, the LS design was standardized by several optional features, including front and rear air conditioning, alloy rims, electric window lifts, electric front seats, side steps, fog lights and heated exterior mirrors. The basic models were discontinued, leaving LS and LT. The Vortec 5300 L59 variant of the 1500 series provided flexibility. The 6.0 engine was not available in the 1500 series. 2003 By 2003, all of GM's major SUVs received an updated interior with higher-quality materials and other improvements. New radios offered compatibility with Radio Data System, XM satellite radio, Bose sound and improved ergonomics. Optionally, adjustable pedals have been added and the Driver Information Center mounted on the instrument panel has been improved and up to 34 vehicle functions monitored. Optionally, a Panasonic DVD system has been added. GM's Stabilitrack system has been added, and 2500 Suburbans series. The attachment capacity for vehicles with a quadrate has been reduced by 300 lbs (the weight of the system). In 2004, the Suburbans 1500 series received the Hydroboost brake system, which was previously introduced in the 2500 series. The Mexican market Suburban received an update, just like Silverado. 2005 shortly after year 2005 saw panel doors with long-lasting side hinges set in favor of the previously optional entrance door. All engines have switched to an all-electric cooling system to reduce power losses and fuel consumption. The Z71 package, exclusively for 4WD models, was available in Suburbans 2WD. OnStar has also become standard across the board. Finally, 2005 after the beginning of the model year, the Stabilitrack became the standard for all models. The 2005 Suburban 1500 won the J.D. Power and Associates Award for the highest output quality among the major SUVs, surpassing its competitors Ford Expedition and Toyota Sequoia. 2006 For 2006, the last year of the GMT800 Suburban, there was a special LTZ finish package with 20-inch wheels (510 mm), four-wheel drive and the 2500-2500 LQ4 engine of trucks and SUVs. The catalytic converters were moved closer to the engine. The XM radio antenna and the OnStar SUVs have been combined into one unit. Tenth Generation (2007–2014) 2010 GMC Yukon XL SLT Tenth Generation Overview Alternative Name GMC Yukon XLCadillac Escalade ESVVIA Trux SUV Production January 2006 – December 2013 Assembly Janesville, Wisconsin, U.S.AArlington, Texas, U.S.ASilao, Mexico Model Bodywork SUV Engine specter 5.3 L (325 in.) Vortec 5300 L76 V8 (only 1500) 5.3 L (325 in.) Vortec 5300 LMG FlexFuel V8 (optional only at 1500) 6.0 L (364 in.) Vortec 6000 L76 V8 (only 1500) (optional from 2007 - 2009) 6.0 L (364 in.) Vortec 6000 L76 V8 (only 2500) 6.2 L (376 in.) Vortec 6200 V8 (GMC Yukon XL 1500 Denali only) Platform GMT930-GMT931 (Suburban)GMT932 (Yukon XL) Transmission 4-speed 4L60E Automatic (L80 Automatic 6L90 Automatic Models Related Cadillac EscaladeChevrolet AvalancheChevrolet TahoeChevrolet TahoeChevrolet YukonTrax Kruzebad (length 5,649 mm Intermediate Axle 3,302 mm Width 2,009 mm Height 1,899 mm Denali) 3.302 mm Wheelbase 3,302 mm (11,813 in.) Vortec 6000 L76 V8 (only 1500) 6.0 L (364 in.) Vortec 6000 L76 V8 (only 1500) 6.2 L (376 in.) Vortec 6200 V8 (GMC Yukon XL 1500 Denali only) Platform GMT930-GMT931 (Suburban)GMT932 (Yukon XL) Transmission 4-speed 4L60E Automatic (L80 Automatic 6L90 Automatic Models Related Cadillac EscaladeChevrolet AvalancheChevrolet TahoeChevrolet YukonTrax Kruzebad (length 5,649 mm Intermediate Axle 3,302 mm Width 2,009 mm Height 1,899 mm Denali) 3.302 mm Wheelbase 3,302 mm (11,813 in.) Vortec 6000 L76 V8 (only 1500) 6.0 L (364 in.) 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